

tered the road. The road was about thirty miles long. On the fifth day of July 1836, James Rhea and Robert Moore, two commissioners appointed at the last term of court to examine the second section of five miles of the Huntersville and Warm Springs Turnpike, reported that this section had been completed according to contract and that the President and Directors of the Turnpike be permitted to erect a toll gate thereon.

The Staunton and Parkersburg Turnpike which runs through the upper end of the county was built two or three years later. It was located by the celebrated Crozet, one of Napoleon's loyal engineers, who refuged to the United States after Waterloo.

About 1854 the Huttonsville and Marlinton Turnpike was located by engineer Haymond. In the same year he engineered the Lewisburg and Marlinton Turnpike and the Greenbrier Bridge at Marlinton. Colones William Hamilton of Randolph County contracted for the road work from Huttonsville to Marlins Bottom. Lemuel Chenoweth of Beverly built the bridge 1854-56. Captain William Cochran superintended the Lewisburg road. All of these enterprises were completed by 1856.

During the war between the States these highways were virtually laid waste. The efforts to repair them and keep them in proper condition have been many and varied.

May 2, 1940

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When I sent in my manuscript on the Huntersville and Warm Springs Turnpike, the first road built in the county, there were many things that I could not find and I have intended making a trip to Warm Springs to try to find some of the things that I was unable to find before. However there are some old manuscripts that I have found in the Clerk's Office from which I have gotten all the information that You asked for.

"In pursuance of an act of the General Assembly of Virginia, entitled an act incorporating Huntersville and Warm Springs Turnpike Company, passed on the 20th day of March, 1822, we, Henry M. Moffett, William Cackley, Jacob Lightner, Henry S. Herold and David W. Sleeth, the commissioners therein appointed to superintend and open books for subscriptions in Huntersville, have this 3rd day of July, 1832 at the clerk's office, opened said books, and the following number of shares were taken by the subscribers whose names were annexed thereto." Then followed the signature of the subscribers: Henry M. Moffett, John Bradshaw, William Young, Peter Herold, Joseph Moore, H. S. Herold, Henry Harper, Jacob Lightner, Peter Lightner, Alexander Rider, D. W. Sleeth, John Gay, Alex Gillilan, Andrew Smith, Isaac Moore, Jr., Samuel M. Gay, George Gay, Christopher Herold, Solomon Alderman, John Hartman of Scottsville, John Graham, Benj. Tallman, Andrew G. Mathews and

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J. W. Mathews, Thomas Galford, Hugh F. Young, Wm. McCole ( on condition that the road goes the nearest and best way), Thos. Bradshaw, Josiah Beard, Sherman Conrad, James A. Price, James K. Elliott, A. S. Saxton, Hugh McLaughlin, Peter Harrison, Patrick Bruffey, John McNeel, Woods Poage, William Cleek, John Cleek, Samuel Hogsett, John Beale, Moses H. Poage, Chesley Moore, Robert Burnside, John Graham, John Haines, James Cooper, Isaac Moore, Sr., Wm. C. Price, Paul McNeel, John Gilliland, William Cochran, Sampson L. Mathews, William Edmondson, David L. Ruckman, George Poage, Magdalene McMeel, John Hill, Abraham McNeel, Wm. Bradshaw, Joseph L. Cackley, Richard McNeel, Andrew H. Byrd, Samuel W. Gatewood, David Palmer, Jacob Grose, John D. Hamilton, Andrew W. Cameron, George W. Grose, Charles L. Francisco, Adam Lightner, Ezekiel Townsend, Wm. I. Rider, Robert Ervine, Samuel Vance, Samuel Ruckman, James W. Warwick, Charles Hamilton, David Fultz, George Mays.

They subscribed for a total of 194 shares. The State took 128 shares. This made a total of \$16,000, the par value being \$50.

The above group of names should prove of interest to the readers of this history as so many of our Pocahontas families are descended from or related to them.

John Gilliland was elected president; Paul McNeel, treasurer, and Henry M. Moffett, secretary, in April 1833.

At a meeting of the board of directors on the 2nd day of December, 1834, plans and principles for the construction of the road

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having been secured, it was ordered that it be published in the Staunton Spectator and the Lexington Union at the court houses of Pocahontas and Bath Counties that the construction of the road will be let to the lowest bidder and the contract made at Samuel V. Gatewood's in Bath County on December 20th.

The successful bidders were Henry Harper, William Cochran, and William Gibson. The contract price was \$14,500. The road was to be 16 feet in the clear, right of way cleared smooth twelve feet on each side, and hillsides so excavated to prevent all earth slides, etc. The engineer was Peter Seals, Esq.

The construction of six bridges was included in the contract - one across Jacksons River, Back Creek, Little Back Creek, Douthards Creek, and two across Knapps Creek - one at the narrows and the other near Hogsetts Mill dam. The bridges were to be according to the engineers plans. There were to be mile posts too, painted and numbered. The road was to be completed on or before January 1, 1837. The sureties were Paul McNeel, Jas. Cooper, William Young, Samuel M. Gay, Thomas Hill, Isaac Moore, and Lanty Lockridge.

At a meeting on January 5, 1836, the treasurer was directed to pay to the contractors twenty-five per cent of the amount of the capital stock. A toll-gate was ordered placed on the first five mile section of the road out of Huntersville at the house of Samuel Hogsett. Alterations were made in the engineers route through the plantation of Samuel V. Gatewood at Mountain Grove, so as to avoid interfering with the Colonel's